

PHILADELPHIA MINT.

L E T T E R

FROM

THE SECRETARY OF THE TREASURY,

INCLOSING

DRAFT OF PROPOSED LEGISLATION IN RELATION TO THE PHILADELPHIA MINT.

FEBRUARY 9, 1897.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., February 8, 1897.

SIR: I have the honor to call your attention to the following statements relating to the United States mint at Philadelphia, Pa.:

Of the amount already appropriated under the limit, there remains an available balance at this date of \$688,859.92.

The contract has been awarded for the general excavation, and it is expected to commence active building operations during the coming spring.

The cost of the portion of the work which should be placed on the market during the coming fiscal year will exceed the balance available, but the Department has no right to make contracts in amount exceeding said balance.

It is therefore desired, so that contracts may be made to the best advantage, that authority be granted to enter into contracts within the limit as now fixed and subject to appropriations already made and to be made therefor by Congress.

I inclose herewith a draft of proposed legislation which, if inserted in one of the pending appropriation bills, will enable the Secretary of the Treasury to pursue the course desired.

Respectfully, yours,

W. E. CURTIS, *Acting Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

UNITED STATES MINT, PHILADELPHIA, PA.

The Secretary of the Treasury is hereby authorized to contract for the construction of any portion of said building within the limit heretofore fixed, subject to appropriations made or to be made therefor by Congress.

SURVEY OF HARBOR OF HOLLAND (BLACK LAKE), MICHIGAN, WITH A
VIEW OF OBTAINING A 16-FOOT DEPTH OF WATER.UNITED STATES ENGINEER OFFICE,
Grand Rapids, Mich., January 5, 1897.

GENERAL: In compliance with section 9 of the river and harbor act of June 3, 1896, I have the honor to forward the inclosed map¹ of a recent survey of the harbor of Holland (Black Lake), Mich., with an estimate of the cost of "obtaining a 16-foot depth of water."

The existing project for the improvement of the harbor of Holland (Black Lake), adopted in 1867, contemplated a channel from Black Lake to Lake Michigan dredged to a depth of 12 feet, its sides protected by a pile revetment, and its entrance to Lake Michigan by piers constructed of timber cribs filled with stone. The work was completed in 1880, and consists on the north side of 1,137 feet of pile revetment and 713 feet of cribs, projecting 540 feet beyond the shore line; on the south side of 993 feet of pile revetment and 696 feet of cribs, projecting 685 feet beyond the shore line. Since that date the limited funds appropriated have been expended in dredging and repairs to existing works.

Due to the fall which has occurred in the water level of Lake Michigan, and the annual growth of the shore line, the depth which can at present be maintained at the entrance to the harbor is about 8 feet.

To maintain a navigable channel of a depth of 16 feet below the existing level of Lake Michigan (minus 2 feet on the gauge at Black Lake) will require an extension of the north pier about 800 feet, of the south pier 700 feet, and repairs to the existing structures. The estimate of cost is as follows:

Pier extension—	
600 feet, at \$90.....	\$54, 000
900 feet, at \$120.....	108, 000
Reconstruction of pile revetment, 2,110 feet, at \$15.....	31, 650
Repairs to 246 feet crib work, at \$25.....	6, 150
Repairs to 510 feet crib work, at \$12.....	6, 120
Repairs to 653 feet crib work, at \$4.....	2, 612
Dredging 64,000 cubic yards, at 15 cents.....	9, 600
	218, 132
Contingencies	21, 868
	240, 000

The modification of the existing project so as to provide for a channel having a depth of 16 feet at the existing stage of Lake Michigan I consider worthy and justified by the interests of commerce involved. The commerce of Holland has rapidly increased in the past ten years, and is materially interrupted by the formation of sand bars at the entrance to the harbor during severe storms, which need to be dredged before vessels can enter or depart from the port.

Very respectfully, your obedient servant,

C. MCD. TOWNSEND,
Captain, Corps of Engineers.

Brig. Gen. W. P. CRAIGHILL,
Chief of Engineers, U. S. A.
(Through the Division Engineer.)

¹ Not printed.